

AMENDMENTS TO THE CLAIMS

1.-7. (Canceled)

8. (New) A wing mirror unit for a motor vehicle comprising:

a mirror foot;

a mirror housing connected to the mirror foot; and

an actuator;

wherein the mirror housing is adjustable with respect to the mirror foot between a folded orientation, in which the mirror housing substantially extends along said motor vehicle, and an unfolded orientation, in which the mirror housing is substantially oriented transversely to said motor vehicle; the actuator is configured to move adjacent surfaces of the mirror housing and the mirror foot transversely with respect to each other between a first position, in which the adjacent surfaces of the mirror housing and the mirror foot form a slit, and a second position, in which the adjacent surfaces abut each other.

9. (New) The wing mirror unit according to claim 8, wherein the actuator is configured to adjust the wing mirror unit in or near the unfolded orientation between the first position and the second position, such that during adjustment between the folded orientation and the unfolded orientation the wing mirror unit is substantially in the second position.

10. (New) The wing mirror unit according to claim 8, wherein the mirror foot comprises a base pivot, around which the mirror housing, under action of the actuator, is pivotally arranged with respect to the mirror foot.

11. (New) The wing mirror unit according to claim 10, wherein the adjacent surfaces of the mirror housing and the mirror foot form contact surfaces; the contact surfaces are located around the base pivot at a first distance; and the mirror foot and the mirror housing cooperate via at least one cam path assembly curvedly extending around the base pivot at a second, smaller distance.

12. (New) The wing mirror unit according to claim 11, wherein the at least one cam path assembly comprises a cam provided on one of the mirror housing or the mirror foot, the cam engaging a cam path provided on the other.

13. (New) The wing mirror unit according to claim 12, wherein the cam path includes a flat path part that, during folding and unfolding of the mirror housing with respect to the mirror foot, provides the slit between the contact surfaces.

14. (New) The wing mirror unit according to claim 13, wherein a run-on surface in or about the unfolded orientation allows the contact surfaces to adjust between the first and the second position.

15. (New) The wing mirror unit according to claim 8, wherein the actuator is a linear actuator.

16. (New) The wing mirror unit according to claim 15, wherein the adjacent surfaces of the mirror housing and the mirror foot form contact surfaces; and at least one of a contact surfaces is comprised of an elastic material.

17. (New) The wing mirror unit according to claim 15, wherein the mirror foot and the mirror housing are translatably arranged with respect to each other, and the adjacent surfaces of the mirror housing and the mirror foot, in the second position, cooperate in a form-closed manner and, through translation in transverse direction with respect to said motor vehicle, are adjustable between the first position and the second position.

18. (New) The wing mirror unit according to claim 8, wherein the adjacent surfaces of the mirror housing and the mirror foot form contact surfaces; and at least one of a contact surfaces is comprised of an elastic material.

19. (New) The wing mirror unit according to claim 18, wherein when the at least one contact surface is elastically deformed, the mirror housing can pivot with respect to the mirror foot.

20. (New) A mirror unit for comprising:
a mirror foot;
a mirror housing connected to the mirror foot; and
an actuator pivotally connected to the mirror foot,
wherein the actuator is configured to move adjacent surfaces of the mirror housing and the mirror foot transversely with respect to each other between a first position, in which the adjacent surfaces of the mirror housing and the mirror foot form a slit, and a second position, in which the adjacent surfaces abut each other.
21. (New) The mirror unit according to claim 20, wherein the mirror housing substantially extends along a motor vehicle in a folded orientation and the mirror housing is substantially oriented transversely to said motor vehicle in an unfolded orientation.
22. (New) The mirror unit according to claim 20, wherein the actuator is configured to adjust the mirror unit in the unfolded orientation between the first position and the second position, such that during adjustment between the folded and the unfolded orientation the mirror unit is substantially in the first position.
23. (New) The mirror unit according to claim 20, wherein the mirror foot includes a base pivot that pivotally engages the mirror housing.
24. (New) The mirror unit according to claim 23, wherein the adjacent surfaces of the mirror housing and the mirror foot each form contact surfaces around the base pivot at a first distance, and wherein the mirror foot and the mirror housing cooperate via at least one cam path assembly curvedly extending around the base pivot at a second, smaller distance.
25. (New) The mirror unit according to claim 24, wherein the at least one cam path assembly comprises a cam on one of the mirror housing or the mirror foot and a cam path provided on the other for engaging the cam, wherein the cam path includes a flat path part that forms the slit between the contact surfaces.

26. (New) The mirror unit according to claim 25, wherein the flat path part allows the contact surfaces to adjust between the first and the second position.
27. (New) The mirror unit according to claim 20, wherein said actuator is a linear actuator that adjusts the mirror foot and the mirror housing between the first position and the second position in a transverse direction with respect to a motor vehicle.
28. (New) The mirror unit according to claim 24, wherein at least a portion of one of the contact surfaces of the mirror foot or the mirror housing is comprised of an elastically deformable material.